GALENA AND CHICAGO

UNION RAILROAD

COMPANY.

SEVENTH ANNUAL REPORT.

CHICAGO:
DAILY DEMOCRAT BOOK AND JOB PRINTING OFFICE,
No. 45 La Salle Street.

1854.

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DIRECTORS.

CHOSEN AT THE ANNUAL MEETING, JUNE 7, 1854.

JOHN B. TURNER, Chicago,
WALTER L. NEWBERRY, Chicago,
CHARLES WALKER, "
JAMES H. COLLINS, "
WILLIAM H. BROWN, "
ELISHA S. WADSWORTH, "
THOMAS DYER, "
BENJ. W. RAYMOND, "
GEO. SMITH, "
HUGH T. DICKEY, "
THOMAS D. ROBERTSON, Rockford,
DEXTER A. KNOWLTON, Freeport,
CHAS. S. HEMPSTEAD, Galena.

OFFICERS.

JOHN B. TURNER, *President.*
JOHN VAN NORTWICK, *Chief Engineer.*
W. M. LARRABEE, *Secretary.*
SAMUEL HOWE, *Treasurer.*

DIRECTORS' REPORT.

To the Stockholders of the Galena and Chicago Union Railroad Company:

GENTLEMEN:—

WITH this, our Seventh Annual Report, we submit the reports of John Van Nortwick, Chief Engineer, and Wm. M. Larrabee, Secretary, of this Company, together with tabular statements showing the business of the operating department. To these statements you are referred for detailed information in the several departments.

The main line of your road to Freeport, 121 miles, was all in operation on the first day of September last. The Beloit Branch was opened for business on the 14th of November; 45 miles of the Dixon and Iowa Central Route was laid in January last, but was not in a condition to be fully opened for business until about the 1st of May.

The receipts of the road the past year, including the surplus of $93,433 75 on hand May 1st, 1853, were - -		$899,042 88
The expense of operating the road for the same time was - - - -	$359,199 04	
The amount of dividends declared 1st Aug. and 1st Feb. was - - -	353,154 68	
Interest account, &c., - - -	10,994 76	723,348 48
Leaving balance 1st May, of - - -		$175,694 40

The General Assembly, on the application of the Directors, have amended the Charter of the Company, so as to authorize the Company to increase its capital stock to a sum not exceeding five millions of dollars, and to extend the Dixon and Central Iowa Route to Dixon, and, if they should deem it expedient, to the Mississippi river; or, to unite or consolidate with any other road on that route. Under this provision the Company are now constructing and will extend their road to Dixon, 23

miles, and they have made a lease and agreement with the Mississippi and Rock River Junction Railroad Company by which a continuous and complete line of railroad will be made and operated, under the control and management of this company, from Chicago to the Mississippi river at Fulton, a distance of 135 miles. By the terms of this lease that company are to prepare the road-way for the superstructure and this company are to complete, stock, operate and manage it in perpetuity, paying that company seven per cent. per annum, semi-annually, on the expenditures made by them. The work and expenditures to be done by said company are placed under the supervision of John Van Nortwick, Esq. as President and Engineer of that company.

That portion of the Illinois Central Railroad which forms the continuation of your main line from Freeport to Galena and Dubuque is completed to Warren, 25 miles beyond Freeport, and is now operated by this company.

It is expected that the remainder of that road will be completed during the ensuing autumn, when this company will derive the full benefit of a through line to the Mississippi river in the direction of Northern Iowa and Minnesota.

A permanent contract has been made for business connections by this and the Illinois Central Railroad Company with the Mineral Point Railroad Company. This road connects with the Illinois Central road 24 miles West of Freeport and extends to Mineral Point, a distance of 32 miles. It is in a good state of progress.

A contract of like character has been made between this Company and the Beloit and Madison Railroad Company, extending from Beloit to Madison. Twenty miles of this road will soon be laid and opened for business, leaving 28 miles to be done to complete the road to Madison.

A similar contract has also been made with the Fox River Valley Railroad Company which connects with this road at Elgin and extends to the State line, a distance of about 33 miles. This road will be opened for business the present fall. At the State line this road connects with the Central Wisconsin road, leading Northwesterly through that State, a portion of which is also in progress.

The favorable routes and location of your road and branches, (as may be seen by reference to the accompanying map); the business connections with roads before referred to, together with the arrangements previously made with the Chicago and Aurora Railroad Company, with its connections with the Illinois Central Railroad extending South, and

the Central Military Tract and Northern Cross Railroads, extending to Burlington and Quincy to the Southwest, will fully justify the Directors in saying that your road is now in a position where it can be but little affected by the construction of any competing lines of road, and that the stockholders can rely upon good and satisfactory returns for their investments.

By order of the Board of Directors.

JOHN B. TURNER, President.

Chicago, June 7th, 1854.

CHIEF ENGINEER'S REPORT.

To the Board of Directors of the Galena and Chicago Union Railroad Company:

GENTLEMEN:—

The following statement will show the general progress and condition and the expenditure made in the construction and equipment of your road to May 1st, 1854:

MAIN LINE FROM CHICAGO TO FREEPORT, 121 MILES.

The work on the 3d and last division of the main line was so far completed that the road was opened to Freeport on the 1st day of September last. The ten miles of strap rail remaining on the 1st division at the date of my last report has been taken up and T rail been substituted. The ballasting, buildings and fencing are nearly completed. Some additional buildings and sidings have been and are being provided to meet the increased demands of business, beyond what was provided for in original estimates.

The large increase of business that will be thrown upon the Eastern portion of your road on the completion of your own and connecting lines of roads, will render an additional track from Chicago, West 16 miles, to Cottage Hill indispensable in the course of the present season. This will require an expenditure of about $240,000.

BELOIT BRANCH, 21 MILES.

The work on this branch was so far advanced that on the 14th day of November the road was opened for business. The ballasting, station buildings and fencing; are well advanced and will soon be completed

DIXON AND CENTRAL IOWA ROUTE.

The grading on 45 miles of this line was so far done that the track was laid over the whole previous to the 10th of January last. Some work remains to be done in placing stone culverts and bridges where

temporary structures were used, owing to want of proper materials in the vicinity of the work; also, in enlarging some of the excavations and embankments. Some progress has been made in the ballasting, fencing and the erection of station buildings. The graduation of the remaining 23 miles to Dixon, authorized to be constructed by the recent amendment to your charter, has been placed under contract and is in good progress. It is expected this work will be done and the track laid so that the road may be opened to Dixon by the 1st of September. The cost of the 23 miles including the completion of the above 45 miles now in operation is estimated at $525,000.

FROM DIXON TO FULTON ON THE MISSISSIPPI RIVER, 37 MILES.

The lease and agreement made with the Mississippi and Rock River Junction Railroad Company provides that this road shall be prepared for the superstructure by said company, and this company are to complete and stock it and operate it in perpetuity. The recent failure of the contractors on a part of it has delayed the work for a short time. Arrangements have been made for its immediate prosecution, and it will be carried forward to completion the present season. By this arrangement a continuous and complete line of road will be made, under the control and management of this company, to the Mississippi river at Fulton, a distance of 135 miles from Chicago. The means to be provided for the completion of this road is estimated at $600,000.

DEPOT GROUNDS, BUILDINGS, SHOPS, &c. IN CHICAGO.

Considerable additions have been and are being made to the station grounds and buildings in Chicago. A freight house 75x340 feet and two stories in height, and a freight and grain building 60x250 feet have been put under contract, and will be completed as early as practicable the present season. The estimated cost of grounds, buildings and works to be provided at Chicago, the present season, is $250,000.

EQUIPMENT OF ROAD.

The equipment of the road now consists of 30 Locomotive Engines, 34 Passenger and Baggage Cars, 307 House Freight, 96 Platform Freight Cars and 132 Gravel and Hand Cars; 9 Locomotive Engines and about 125 Passenger and Freight Cars will be added to the above by September next. The additional expenditures for equipment the present season will be at least $200,000.

AMOUNT OF EXPENDITURES.

In construction of main line, 121 miles, including about two miles of Branch at Elgin, - - -	$2,030,494 31
" " Beloit Branch, 21 miles, - -	379,767 99
" " Dixon and Central Iowa Route, 68 miles,	797,533 16
For station grounds, buildings, shops, &c., at Chicago,	339,307 11
In equipment of road, - - - - - -	596,553 67
	$4,143,656 24

Respectfully submitted,

JOHN VAN NORTWICK, Chief Engineer.

June 7th, 1854.

SECRETARY'S REPORT.

OFFICE OF THE GALENA & CHICAGO UNION R. R. CO.
Chicago, June 7th, 1854.

To the Board of Directors of the Galena and Chicago Union Railroad Company:

GENTLEMEN:—

Herewith I submit statements showing the affairs of this company to the 1st of May last.

Very respectfully, your obedient servant,
W. M LARRABEE, Secretary.

Statement of the Affairs of the Galena and Chicago Union Railroad Company, to May 1, 1854.

Construction, main line,		$2,030,494 31		Capital stock, paid in [A]	$2,682,167 41
" Beloit Branch,		379,767 99		Bonds, 10 ℘ cent., convertible, outstanding,	26,000 00
" Dixon and Iowa Central Route,		797,533 16		Mortgage Bonds, 7 ℘ cent., not convertible, sold,	1,356,000 00
Depot Grounds and buildings,		339,307 11		Bills payable and other liabilities,	215,256 62
Equipment,		596,553 67	$4,143,656 24	Subscriptions to preliminary survey, convertible Certificates issued, now outstanding,	56 18
Cottage Hill and Elgin line, preliminary surveys			268 13	Income account, surplus earnings, [B]	175,694 40
Materials, strap iron, timber, &c., on hand,			31,342 88	Stock, profit and loss, for forfeited stock,	110 00
Shops, tools, machinery and materials on hand,			68,752 66	Dividends, unclaimed,	8,249 48
Wood, wood and wood-land on hand,			76,931 70	Dividend certificates, outstanding,	8,658 28
Townsend & Mather's purchase, including taxes,			20,167 17	New stock certificates of 1853, unconverted,	44,097 81
Real estate, miscellaneous lands,			554 21		
Stock owned by the company, for shares relinquished and forfeited,			1,972 00		
Debts due and obligations belonging to the Co.			131,307 20		
Cash in the hands of the Treasurer,			41,337 99		
			$4,516,290 18		$4,516,290 18

A.

Statement of Capital Stock.

26,851	Shares,	amount paid in,	$2,680,195 41
1,862	"	old subscription,	1,862 00
22	"	forfeited stock,	110 00
			$2,682,167 41

B.

Statement of Income Account.

Surplus May 1, 1853, per last report,		$93,433 75
Gross earnings for the year ending April 30, 1844,		799,013 88
Interest on deposits and other incidental receipts,		6,595 25
		$899,042 88
Debits.		
Operating expenses for the year,	$359,199 04	
Dividend No. 8, Aug. 1, 1853,	153,039 48	
Dividend No. 9, Feb. 1, 1854,	200,115 20	
Interest on bonds, stocks, &c. chargeable to operating department,	10,994 76	$723,248 48
Surplus earnings May 1, 1854,		$175,694 40

Comparative Statement of Earnings from May 1st, 1850, to April 30th, 1854.

	Net Earnings.	Miles operated.	Net Earnings per mile.
May 1st, 1851,	78,781 54	42	1,875 75
May 1st, 1852,	123,948 88	62	1,999 18
May 1st, 1853,	286,151 82	90	3,179 46
May 1st, 1854,	439,814 84	130	3,383 19

EARNINGS.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS.		INCIDENTALS.		TOTAL.	
	Number.	Am't of Fare.	Dollars.	Cts.	Dollars.	Cts	Dollars.	Cts	Dollars.	Cts.
May,	15,159	22,754	50	21,666	85	766	66		45,188	01
June,	16,598	22,136	53	26,107	08	766	66	4 00	49,014	27
July,	15,041	18,569	31	25,441	92	766	67	96 00	44,873	90
August,	15,633	20,277	09	27,925	34	766	67		48,969	10
September,	21,207	33,818	93	53,668	73	766	66		88,254	32
October,	22,427	36,843	26	61,621	93	1,000	00		99,465	19
November.	19,800	29,800	22	41,212	11	1,000	00		72,012	33
December,	21,975	27,103	64	37,162	75	1,083	33		65,349	72
January,	16,624	23,663	19	39,705	97	1,083	33		64,452	49
February,	19,282	27,472	54	42,076	54	1,083	33		70,632	41
March,	26,464	34,763	22	39,218	94	1,083	33		75,065	49
April,	28,086	42,793	96	31,859	36	1,083	33		75,736	65
Totals,	238,296	339,996	39	447,667	52	11,249	97	100 00	799,013	88

EXPENSES.

Locomotive service,	$29,738 17
Train do.	16,706 87
Station do.	82,811 28
Locomotive repairs,	15,865 95
Car do.	26,659 85
Track do.	63,464 75
Buildings do.	1,132 21
Fuel,	71,468 81
Oil and waste,	10,378 22
Printing and Stationery,	3,570 99
Loss and damage,	8,674 27
Taxes,	13,625 15
Incidentals,	15,102 52
Total,	$359,199 04

FREIGHTS WESTWARD—QUANTITIES AND WEIGHT.

Months.	Maize lbs.	Lumber feet.	Lath bchs.	Sh'gles Ms.	Posts crds.	Iron lbs.	Coal lbs.	Salt bbls.	Mat'ial c loads	Ani'ls cars.	Flour bbls.	Grain bush.	Furn're feet.	Whs'y bbls.	Millstff lbs.	Weight tons.	Aggregate Tonage.	Aggreg'te Mileage.	Pass'nger Mileage.
May,	5,680,190	2,378,540	4,671	1,533	95¼	475,200	232,000	801	78¼							7,772. 510	9,928.1040	642,700	818,856
June,	4,898,670	3,088,980	7,125	2,625	71½	651,100	351,800	1,050	309¾							10,640.1780	18,737.1820	870,464	813,302
July,	3,486,900	3,702,220	15,394	2,383	134½	596,000	426,400	1,416	503½							13,889.1130	17,048. 636	1,065,993	676,845
August,	3,818,350	2,342,550	7,557	1,488	136	515,800	650,800	1,447	562¼							12,280.1030	17,453.1630	1,049,250	703,485
September,	6,918,101	2,749,267	6,780	1,879	156¾	999,816	540,962	2,614	496½		42	2,266				14,476.1699	25,873.1203	1,725,392	1,958,243
October,	6,827,679	2,357,772	10,325	3,387	112½	785,095	720,830	2,853	607		70	8,863	99,130	109	26,930	15,263. 55	28,216. 532	1,935,873	1,492,609
November,	5,020,714	2,005,127	8,974	1,127¼	138⅛	336,098	665,260	1,172	396¾		297	2,925	72,490	18	6,006	10,716. 101	16,577. 939	1,239,698	1,207,800
December,	5,362,355	4,771,950	5,294	2,047½	201¼	72,870	790,206	949	1,005½		86	16,875	67,729	68	6,300	20,850.1147	30,432.1635	1,989,315	1,098,750
January,	3,232,787	2,595,044	1,793	1,027¾	129⅛	194,337	262,200	69	207½		19	8,106	16,175	24	9,250	8,602.1576	18,113. 505	1,218,976	947,568
February,	3,492,794	2,769,523	1,717	1,511	139	82,775	472,140	77	135½	6	115	119	19,225	133	57,673	8,346. 112	19,412. 957	1,288,556	1,118,356
March,	6,107,590	2,282,896	5,468	1,951	184¾	188,169	339,000	24	59¾	8	18	6,062	51,065	120½	23,580	8,989.1490	17,438.1076	1,400,889	1,429,066
April,	6,036,241	2,847,289	5,143	1,836	125¾	183,724	254,480	174	170¾	14½	6	9,974	21,080			10,133.1877	14,308.1591	1,099,991	1,741,832
Totals,	60,832,371	33,842,158	75,241	22,795½	1,624¼	5,080,984	5,807,078	12,146	4,533½	28½	603	55,190	346,894	472½	129,689	141,962. 507	228,541.1614	15,522,097	13,406,217
									Deduct weight of materials for construction,							45,335			
									Tons of freight proper—Westward,							96,627			
									" " " Eastward,							86,579			
									Total tons of freight proper,							183,206			

FREIGHTS EASTWARD—QUANTITIES AND WEIGHT.

Months.	Flour bbls.	Wheat bush.	Oats bush.	Corn bush.	Barley bush.	Po'tos bush.	Butter lbs.	Prov'ns lbs.	Pork lbs.	G. Seed lbs.	Sundries lbs.	Hides lbs.	Wool lbs.	Millst'ffs lbs.	A'ls c. l.	W'y bbls.	W'd cds.	Paper reams	Lum'r feet.	Lead lbs.	Milk galls.	Tons Weight.
May,	2,140	14,002	23,532	3,295	1,832	2,205	33,890	283,730		14,250	244,310	41,400		71,910	88	658		64,300	41,070	44,940	3,512	2,156. 530
June,	1,698	40,475	17,718	21,279	2,953	332	44,480	274,670		147,310	301,770	26,710		53,880	10	517		1,620	62,830	19,250	4,007	3,097. 40
July,	862	29,776	22,725	42,476	621	701	46,500	128,100		58,000	256,620	16,640	211,590	47,460	9	474		1,553	19,550		4,002	3,158.1556
August,	460	47,663	109,861	49,881	1,459	2,156	69,310	136,130		22,870	247,660	19,540	28,540	49,910	1	879		11,633	19,770		2,860	5,173. 600
Sept.	3,061	212,135	95,057	41,231	35,021	12,847	156,166	232,672	75,901	66,071	267,225	24,026	14,828	104,097	5	280		12,850	89,220	272,724	1,314	11,396.1504
Oct.	7,783	264,446	67,028	24,271	44,403	1,799	137,920	336,125	24,864	505,963	571,261	72,647	12,264	53,957	12	61		940	49,000	73,607	2,000	12,958. 477
Nov.	2,088	107,366	31,754	10,553	11,507	1,722	61,607	640,131	167,713	44,202	432,459	76,445	1,023	63,257	52	255				46,156	2,622	5,861. 838
Dec.	9,591	101,388	98,104	30,114	26,959	3,646	48,701	671,711	1,967,339	93,640	545,706	64,599		260,740	26	634		2,140	119,981	82,201	1,700	9,582. 488
Jan.	3,554	116,120	52,971	9,599	9,433	681	47,685	871,832	721,682	12,539	487,254	42,851	100	246,223	16	716		1,210	86,897	35,440	1,087	9,510. 929
Feb.	4,482	115,800	113,049	41,357	20,374	2,877	86,199	377,986	3,215,494	55,681	649,147	50,887	5,375	246,535	22	1,123			74,981	7,763	2,721	11,066. 845
March,	3,023	49,659	82,607	76,894	25,190	2,612	31,657	807,719	315,750	109,356	2,393,119	89,331	10,406	147,565	11	1,005	23½		87,537		2,224	8,448.1586
April,	1,175	23,238	47,845	27,107	7,446	5,215	24,453	878,695	55,320	22,453	1,309,278	35,284	40	92,359	26	1,259	14		89,152		3,000	4,174.1714
Totals,	39,367	1,122,068	762,251	378,057	187,198	36,793	743,563	5,139,501	6,544,063	1,152,285	7,705,809	510,360	284,166	1,437,893	228	7,361	37½	96,246	589,968	532,081	31,049	86,579.1107



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GALENA AND CHICAGO UNION RAIL ROAD

THE ONLY RAIL-ROAD ROUTE FROM CHICAGO THROUGH NORTHERN ILLINOIS TO WISCONSIN











IOWA LAKES

MINNESOTA

